

THE  
SAILORS' MAGAZINE  
AND  
SEAMEN'S FRIEND,

FOR THE YEAR ENDING

DECEMBER, 1869.


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"They that go down to the sea in ships, that do business in great waters;  
these see the works of the Lord, and his wonders in the deep."

Ps. 107 : 23-24.  
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VOL. XLI.

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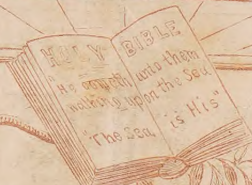
AMERICAN SEAMEN'S FRIEND SOCIETY,  
80 WALL STREET.



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Vol. XLI.  
No. 1.



# THE SAILORS' MAGAZINE — and — SEAMEN'S FRIEND



JANUARY, 1869.

Published by the American Seamen's Friend Society,  
80 WALL STREET, NEW YORK.



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## THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labor of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, the progress and the wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all-Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to mariners memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers \$1 a year invariably in advance. To any one who will send us \$5 for five subscribers, a sixth copy will be sent gratis. It will be furnished Life Directors and Life Members gratuitously, upon an annual request for the same. POSTAGE in advance—quarterly, at the office of delivery—within the United States, twelve cents a year.

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This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$15, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.



Vol. 41.

JANUARY, 1869.

No. 1.

#### TO LIFE MEMBERS AND DIRECTORS!

You are entitled to receive the SAILORS' MAGAZINE gratuitously, "upon an annual request for the same."

We shall be glad to send it to you if you value it enough to ask for it. DO YOU WISH IT THE PRESENT YEAR—1869? If so, please send us word to that effect, in case you have not already. This does not apply to those who have been made Life-Members or Directors within the last twelve-month. The MAGAZINE will be mailed to them as heretofore.

Address,

AMERICAN SEAMEN'S FRIEND SOCIETY,  
80 Wall Street, New York.

#### THE ABUNDANCE OF THE SEA.—ITS PERVERSION AND CONVERSION.

##### A DISCOURSE

BY REV. ZACHARRY EDDY, D. D.

Of the Ref. Church on the Heights, Brooklyn, N. Y.

ISAIAH 60: 5.—The abundance of the sea shall be converted unto thee; the forces of the Gentiles shall come unto thee.

This is one of those prophecies which have a springing and germinant fulfilment. The sea has for ages, in various ways, paid tribute to the church, and the forces of the Gentiles have been coming to augment her power and glory. The full accomplishment of the prediction, however, is yet future. The day will come when all the precious things—the boundless wealth, the rich and manifold elements of civilization—which, in one

way or another come from the sea, shall be reclaimed from sinful and selfish uses and put under the control of the restored and sanctified church. The significance of the prophecy will become more apparent, if we consider,

I. What is intended by the abundance of the sea ;

II.—How that abundance has been perverted from the use for which God designed it ; and

III.—By what means it is to be converted to the kingdom of God.

I.—The vague phrase "abundance of the sea" is very striking and suggestive. The connection shows that it is not to be limited to the vast quantity of food which the sea yields for the sustentation of man, but that it includes all the commodities which the sea bears from shore to shore ; all the wealth which springs from the commercial intercourse of nations ; all the elements of that civilization which has always had its favorite haunts and centres on the shores of seas, lakes and navigable rivers. Thus the phrase comprehends almost every thing of a temporal nature which without the sea could not have come into existence.

The sea is indeed the mother of the dry land. Islands and continents came forth from her all-fruitful womb, and are dependent on her inexhaustible bounty for their beauty and productiveness. The ocean sends up into the air its redundant moisture ; the clouds are but the hands with which she sprinkles the earth and enriches it with the river of God. Her breath makes even the wilderness and distant mountains bloom as the garden of the Lord. Beauty evermore rises from the sea. Not a leaf, not a blade of grass, not a flower, but whispers of the sea. The

cornfields, in their green robes or their golden harvests, are but the abundance of the sea.

The direct physical influence of the sea on the land is but a symbol of its more remote but not less real or less precious influence on the economical well-being and progress of human society. Primeval man must have looked forth helpless and awe-struck on "old ocean's gray and melancholy waste ;" but the spirit of enterprise was soon awakened, and he began to tempt the fickle waters with his bark canoe, which in process of time became an oared boat, and finally that miracle the capacious ship, with its sails spread to the winds, like the wings of a bird. Thus, in the most ancient times, widely separated countries were united by the sea, which became by the art of navigation an easy and practicable highway of nations. Thus arts and letters were disseminated ; thus new and more refined wants were at once created and supplied ; thus civilization was founded, enriched, and extended. The grandeur and opulence of the great cities of antiquity were drawn from the abundance of the sea. Ezekiel's magnificent description of Tyre is almost equally applicable to Carthage and Rome, Corinth and Alexandria. Situate at the entry of the sea, a merchant of the people for many isles, perfect in beauty in the midst of the waters, her markets filled with fine linen of brodered work, with blue and purple from the isles ; with silver, iron, tin, lead, ivory, emeralds, coral, agate ; wool, honey, oil, balm, cassia, calamus ; wheat, wine, sheep, goats, horses, mules, and the persons of men ; thus affluent and glorious, Tyre sat as a queen on the waters,

and her merchants were princes. Her commerce extended to Spain and Britain in the West; and probably to India in the East. Carthage, so long the rival of Rome, was her daughter, extended her arts and repeated her history. When Rome drew to herself, or rather forced to the Tiber, the commerce of the nations, she became the queen of the world because the queen of the seas. During the middle ages, Venice emerged from the waters as Tyre had done of old; and her splendor, blended with that of the great Italian cities, gradually dispelled the darkness which had settled down on Christendom. When the ever shifting current of trade, especially after the discovery of America, set towards other shores, the great commercial cities of Germany, France, and Britain rose to opulence and power. Hence Hamburg, Paris, and London; and hence, too, Liverpool and New York.

All these, with their wealth and refinement, have sprung from the abundance of the sea. During many ages the civilization of the world was almost confined to the great basin of the Mediterranean. Beyond a comparatively narrow belt of coast, all was barbarism and darkness. Egypt was not even an apparent exception. Her territory was throughout a great network of navigable waters. The same was true of ancient Assyria. The Euphrates and the Tigris not only connected her with the Indian Ocean, but were themselves, for all purposes of commerce, another Mediterranean. Besides, the true growth of civilization was in Judea, Greece, and Rome. The confluence of these three makes up the stream of world-history; and Greece

and Rome were pre-eminently commercial nations.

We see, then, how comprehensive is the phrase "abundance of the sea." It includes not only the productions, the ships, the navies, the seamen of the world, but the manifold riches created and distributed by commerce. It is not probable that the prophet had any adequate conception of what his words in the course of ages might come to denote. Could he have seen what our eyes behold, his mind would have been overpowered with the grandeur of the vision. He would have beheld not one inland sea—to him great, to us insignificant—but mighty oceans of which he never dreamed, whitened with innumerable sails, and vexed with ships moving swiftly in defiance of winds and waves. He would have seen, not here and there a Tyre, dotting the shore of a single sea, but innumerable cities, towering in splendor on the shores of continents and islands, far beyond the limits of the world as known to him. He would have seen millions of hardy, stalwart men afloat at once, some throwing the harpoon among the icebergs of the frozen zone, others, pursuing their gigantic prey under the line; some, bearing gold and ivory and precious stones, from Ophir, as of old; others laden with merchandise for far-off isles; all displaying an audacity of enterprise which would have staggered his imagination.—This is what our eyes behold in these latter days. The fruit of all this daring and energy are realized in the boundless wealth, accumulated in vast masses in all the great commercial centres of the world, and now rapidly diffusing itself throughout every civilized country. The canals

and railroads of modern times have brought the abundance of the sea into remote inland regions; and whole continents—even savage deserts—are already enriched by commerce. Antipodes are now within hailing distance of each other; and they negotiate the exchange of commodities almost by word of mouth. The lightnings are the hired servants of the merchant; and they go and come at his bidding, putting a girdle round the earth, if need be, in less than forty minutes. Thought flies with the speed of light; bargains are completed by the telegraph; and commodities circulate through the arteries of trade, as by the contraction and expansion of a mighty central heart. Production keeps pace with the quickness of distribution; and thus wealth is augmented from day to day, and the land grows and glitters with the abundance of the sea.

II.—We are now to consider the perversion of this abundance from the use for which God designed it.

Riches and honor come from God. He bestows on men not less the fruit of their own toil, than the blessings which come unasked and unearned. Men, proud of their own inventions and glorying in their own energy, too often forget that every good and perfect gift cometh down from the Father of Light. Hence it comes about that they are not only unthankful, but arrogate to themselves the right of employing their abundance for the gratification of selfish passions, for purposes of ostentation and luxury, without any regard to the glory of their Divine Benefactor or the interest of His Kingdom. Thus, to a large extent, “the abundance of the sea and the forces of the Gentiles”

have been wrested by human selfishness from the service of God and perverted to sinful and vile uses. The art of accumulating wealth has been well nigh brought to perfection; while the right method of using it has received little attention.

The manifold forces and fruits of commerce, while they have undoubtedly promoted the progress of civilization and largely contributed to the material comfort of mankind, have, in many respects, been arrayed against the kingdom of God, and have obstructed the great movement of world-civilization. It is with no illiberal prejudice or purpose that I call your attention to the signs and evidences that our grand commercial system is, notwithstanding the varied and inestimable benefits which flow from it, largely hostile to the cause of Christ and the diffusion of His gospel. Without entering now into any analysis of the moral elements which make up what is called the spirit of commerce, without inquiring into the moral quality of that competition which is said to be the life of trade, I request you somewhat carefully to consider two or three outstanding palpable facts.

1. Commencing far from home, is it not evident that while commerce has opened the way for Christian missionaries into many heathen countries, it has too often counteracted their efforts and rendered them unfruitful.

A sad illustration is offered by the history of the great East India Company. It was originally a company of merchants seeking gain by traffic with the East Indies. In process of time, through the arts and violence of such men as Lord Clive and Warren Hastings, a large portion of Hin-

dostan was conquered and its vast resources exposed to mercantile rapacity. The native princes were humiliated and robbed without mercy; the provinces were pillaged and reduced to poverty. Wealth flowed into Great Britain from the despoiled and helpless country, in manifold and apparently inexhaustible streams. Meanwhile idolatry was not only protected but sustained by the power and liberality of the government. The manufacture of idols became a regular and lucrative business in England itself. When the first missionaries went to India, they were discouraged, slandered, hampered, persecuted, by the agents of the company and of the government. Such men as the venerable and apostolic Carey were denounced and derided by such writers as Sydney Smith. Besides, their labors among the natives were rendered unfruitful by the profligacy, rapacity, and cruelty of British residents and officials. During the last generation there has been a vast change for the better, but only because the governmental functions of the company have been abolished, and India has been made an immediate dependency of the Crown. So long as the commercial spirit governed that unhappy country, it was virtually closed against the gospel.

Another striking proof of the hostility of commerce to the spread of the gospel is offered in the contemporary history of China. Here again, British trade and British arms opened a wide and effectual door to the missionaries of the cross; but the design of the government was totally different: it was to open a market for the sale of opium—a staple product of India. The first contact of

that great empire with Christendom was calculated to breed an implacable hostility against Christianity.

The history of the Dutch in Japan, during the last two hundred years, is equally startling and mournful. It is alleged, and I am not aware that the fact is denied, that the merchants of Holland long maintained their monopoly of the Japanese trade by virtually abjuring the Christian religion, and even by trampling on the hallowed symbol of redemption.

Turn now your eyes to Africa, which has for so many ages been in constant intercourse with Christian nations. The nature of that intercourse is too well known; it is the indelible age-long infamy and scandal of Christendom. The trade of Africa has been in the bodies and souls of men; and in rum, firearms, and wholesale slaughter. The coast of that vast continent has been studded from time immemorial with slave factories; and the interior has been a vast hunting ground for supplying those factories. The missionaries have everywhere encountered the deadly influence and implacable hostility of traders. The darkness is at length lifting from that benighted land; and we trust that Ethiopia will, at no distant day, stretch forth her hands unto God. But hitherto the most formidable obstacle to the Christianization of Africa has been the spirit of trade.

That the same remark is applicable to our American Indians is too obvious to need any proof. Who does not know that the efforts of our missionaries have been to a large extent neutralized by the influence of mercenary and profligate whites! The vices of civilization sweep forward in advance of the gospel; and

the missionary finds only enfeebled tribes, already sunk into a deep abyss of intemperance and debauchery.

Let me be understood. I do not, by any means, assert that there is a necessary and universal conflict between commerce and Christianity. On the contrary, commerce is the true, natural ally of the gospel; the missionary is the best friend of the wise and honorable merchant; and the merchant ought to be—as many an enlightened merchant is—the large-hearted patron of the missionary; but I am trying to show that the spirit of the existing commercial system is not wholly, but largely, godless and unchristian. It is another name for that inordinate and unscrupulous greed, which employs any and every means to accomplish its ends, and shrinks not from a hand to hand encounter with God Himself in the prosecution of its selfish plans. I would convince you that commerce is only partially christianized—that the abundance of the sea is still perverted from God and righteousness.

2. Another proof that this is true may be seen in the moral condition of seamen as a class. It is estimated—apparently on reliable data—that the commerce of the world employs about three millions of seamen. Of these, about thirty thousand are evangelical Christians—among them some of the noblest and most devoted servants of Christ. There are now many masters of ships, many officers, many men, who are not only brave and skilful, but morally estimable and lovely; but the degradation of the great mass of seamen is universally known and deplored. They have as a class certain manly and generous

qualities which command our admiration; but the great majority are the mere slaves of appetite and the willing victims of abandoned men and women, who minister to their brutal pleasures in order to rob them of their earnings. The rule is that the day a sailor lands in port his liberty, such as it is, ceases. He is decoyed at once to some vile lodging house, where his money is taken away, and he is kept a prisoner, till he is wanted for another voyage, when he is sold and sent on board, generally helpless and stupified with drink. Multitudes of this class are never sober except at sea. For years together they scarcely come in contact with a virtuous and religious person; their conversation is habitually filthy and blasphemous; they are addicted to theft and lying; and not a few to vices which it is not lawful to mention. This is a sad picture; but I do not speak at random. I have special sources of information, and I know whereof I affirm. Probably the most degraded and miserable slaves on earth are the majority of seamen employed in commerce.

Now, you are ready to ask, "Is commerce responsible for the moral degradation of seamen?" I answer, there must be something wrong in any system which sinks millions of human beings below the level of the brute. The facts which I have cited prove that our existing system of commerce makes no adequate provision for the protection, improvement, and moral well-being of its most laborious servants. It permits hecatombs of human victims to be sacrificed on its bloody altar without a protest or prohibition; and it makes but grudging and scanty provision

for the bodily comfort of its toiling slaves. How the evil is to be remedied it is for wise men and legislators to consider; but that the evil exists none will dispute.

3. I now call upon you attentively to consider the moral and religious condition of the great commercial cities, those which grow and flourish on the abundance of the sea. Those cities, our own metropolis included, present two aspects in abrupt and startling contrast. A stranger passing through New York or London, and observing the numerous churches, schools, charitable institutions, and the long streets of palatial residences, would say to himself, "surely here is the very bloom of an advanced Christian civilization. Here is the chosen abode of opulence, refinement, learning, philanthropy and religion. These are the fair fruits of commerce." Should the same stranger pass through other quarters of the same city—through streets reeking with the fumes and resounding with the noises of drunken revelry; should he listen to the hoarse laughter, the obscene and blasphemous words, the cries of rage and the shrieks of pain, which issue from many a den of infamy; should he see the bloated, filthy, loathsome forms of men, women, and children that crowd the streets, and the hovels at certain hours of the day and the night; should he come to the knowledge of the scores of thousands of outcasts whose very existence is a blot and an ulcer on our civilization; should he read the record of murders, burglaries, and other horrible outrages perpetrated from day to day; would he not exclaim, "surely this city is on the borders of hell." Are such, then, the glorious fruits of commerce and civilization?

I again beg that you will not misunderstand me. I am not railing against commerce; but adducing proofs that it is, to a certain extent, conducted on unrighteous and unchristian principles. Undeniably a very large proportion of the wealth which flows to us from the sea is squandered in luxury, ostentation, and debauchery. Undoubtedly the great and noble elements of our civilization are yet debased with the admixture of vice and evil. It is evident, surely, from all that has been said that the abundance has hitherto been perverted from the noble and sacred uses to which it ought to be consecrated. The great forces of commerce have not as yet been brought into perfect harmony and alliance with the cause of Christ; they have not been reduced to efficient co-operation with the aggressive power of the Kingdom of God. This suggests our last topic, namely:

III.—By what means the abundance of the sea is to be converted to the use and service of the church.

The question relates to the regeneration of our whole commercial system, so that its mighty forces and its accumulated fruits shall be made auxiliary to the church in the work of world-evangelization. How so vast a change is to be effected is suggested by our Lord's parable of the leaven which a woman took and hid in three measures of meal till the whole was leavened. Commerce is to be Christianized by the diffusion of a Christian spirit among the various classes engaged in it. When merchants and ship-owners and masters and seamen become true disciples of Christ, and conduct their business on Christian principles, and consecrate their gains to the service of humanity and the glory of God, then

shall the abundance of the sea be converted, then shall the forces of the Gentiles rally to the standard of Immanuel.

This mighty change, this sanctification of commerce, is to be effected, not by miracle, not by any social and economical revolution, but by the means and agencies which God has appointed for the conversion of the world—that is to say, by the truth as it is in Jesus, brought home to individual souls by the power of the Holy Spirit. The Word of God is His wisdom and power unto salvation on the land and on the sea; and our sole reliance must be on that word, for the salvation of the sailor as well as of the merchant, the mechanic and the farmer.

On the present occasion it is necessary that I should limit my remarks to the means by which seamen may be reached and converted by the gospel.

It would seem, at first thought, that the evangelization of this benighted class were almost a hopeless undertaking. Their ignorance, their vices, their isolation, seem to place them beyond the reach of ordinary Christian effort, and to render their minds impervious to the light of the truth. But experience proves that they are in an uncommon degree susceptible to religious appeals and impressions. And a little reflection will show that this is not, after all, incredible or surprising.

Their very isolation from society and from the church is a circumstance of considerable importance. They are not hardened by long familiarity with the truth, by resistance to frequent appeals from the pulpit, and by obstinate, long-continued striving against the Spirit of God. It is

touching to see many a weather-beaten sailor, the slave, it may be, of vices of appetite, with a religious sensibility fresh and tender as that of a child. After long battling with waves and tempests, after the endurance of toil and hunger, heat and cold, and perils great and manifold, the sound of a Christian hymn, the simple preaching of Christ, the name of Jesus pronounced by a child, will smite upon his heart with wondrous power, and unseal the fountain of tears. At such a time, if he be kept from temptation, it is easy to lead him to the Saviour. When far at sea, his thoughts turn fondly towards fatherland and home. He recalls the scenes—perhaps, the innocent and joyous scenes of his childhood and youth. When he turns into his hammock, the faces of parents, brothers, sisters, perhaps of wife and children, seem to look lovingly—it may be, with reproachful tenderness, upon him. Then, perhaps, he whispers the long-forgotten prayer of his childhood, and murmurs, with tears upon his cheek, "God be merciful to me a sinner!" How easy would it be, at such a time, to lead the mariner to Jesus. If some pious master or shipmate, or even some tract, were at hand in the morning, to point him to the Lamb of God, how joyfully would he look and live.

That there is this special religious susceptibility in the heart of the sailor has, of late years, been demonstrated over and over again. Our age is singularly marked by great revivals of religion and wonderful conversions at sea. In some instances whole crews have been hopelessly converted; and the sound of praise and prayer has resounded



where was heard only the voice of blasphemy and ribald jesting. The other day a ship landed at Boston which had been thus blessed. The spirit of God came down on the crew in mid-ocean; and so wonderful was the work of salvation that the master was constrained to administer to the rejoicing converts the Lord's Supper.

Now, if such a work of grace should become general among seamen, it would go far, not only towards the conversion of the abundance of the sea, but towards the conversion of the world. In that case, the three millions of sailors would become so many missionaries, who would preach the gospel to all nations. Every ship would become a Bethel, and every ship-master a Christian pastor. Then every ship would be freighted, not with poison and death, but with salvation for the perishing. Then would a burial at sea be a scene of solemn triumph; then would songs of joy rise from the waves in the moment of shipwreck; then would the drowning mariner sing—

"Jesus, lover of my soul,  
Let me to Thy bosom fly;  
While the billows near me roll;  
While the tempest still is high;  
Hide me, O my Saviour hide,  
Till the storm of life be past;  
Safe into the haven guide;  
Oh, receive my soul at last.

It would appear from what has been said that there is special encouragement to labor for the conversion of seamen. And what is needed is that the gospel should somehow

be brought to bear upon them, both when on the land and on the sea. In order to accomplish this, there must be not only a special organization but a system of oversight and of safeguards to protect them from the seductions and impositions of the vile and abandoned wretches who prey upon them. There is one, and only one benevolent society, which is wisely adapted to this great work—the AMERICAN SEAMEN'S FRIEND SOCIETY. The plans of this Society, with its Bethels and Sailors' Homes, its missionary and library work, are broad, judicious, and eminently practical.

It certainly appeals to your *gratitude*, for who can estimate our indebtedness to seamen; it also appeals to your *benevolence*, for what class suffer greater hardships and are exposed to greater perils, and therefore more need the consolations of religion; it appeals to your love of Christ and his kingdom, for how can the world be converted without the co-operation of seamen; it appeals to the friend of human progress and civilization, for how can commerce be regenerated and ennobled without the christianization of those who do business in great waters?

THIS IS, INDEED, A NOBLE CHARITY, WORTHY OF THE LOVE AND PRAYERS AND HEARTY SUPPORT OF EVERY PHILANTHROPIST AND EVERY CHRISTIAN. I COMMEND IT TO YOUR CONFIDENCE, AND SOLICIT FOR IT YOUR GENEROUS SUPPORT.

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#### THE SALT MINES OF CRACOW.—THEIR WONDERS AND THEIR WEALTH.

Poland, as every one knows, was formerly an independent sovereignty, existing from an early date. At present its ancient territory is divided between Russia, Prussia and Aus-

tria. The city of Cracow, once the residence of its kings, now belongs to the latter power, though the products of the celebrated salt mines of the region are shared with the two

others, in certain proportions stipulated by the treaty of partition.

These salt mines, the most renowned in the world, are situated about eight miles from the city of Cracow, having their mouth or principal entrance in the pleasant village of Wieliczka, which lies on the slope of a wooded hill, and is very picturesque. The superintendents of the mines reside here, and their dwellings together with the government offices and large storehouses for salt, occupy a pretty eminence, and are conspicuous from a distance. A great many people from various countries visit these remarkable excavations, and are well rewarded for their trouble. Every year for many centuries having added to their depth and extent, these mines are now of immense and almost inconceivable magnitude.

In order to visit them the traveler must procure a permit from the government, which is easily done, the proper officer being on the spot. The opening or square shaft, through which the descent is made, is covered by a building or office; and here the visitor is dressed in a long, coarse linen blouse to protect his clothing while under ground. A door is opened, and he goes down by stairs, preceded by boys who carry lamps only to make the darkness more visible. Or, if he is so disposed, he can descend by the windlass and ropes suspended in the centre of the shaft. More frequently visitors descend by the stairways and come up by the ropes.

No salt is seen for a depth of more than two hundred feet; then the veins begin to appear in a bed of clay and limestone. Fifty feet further down the stairs terminate, and the salt is everywhere; nothing but salt, overhead, under foot, on every side are dark gray masses of solid salt, whose points and surfaces sparkle in the lamp light. Galleries now branch off in all directions. Lights twinkle and groups of laborers are seen hacking the floors or removing in wheelbarrows blocks that have already been cut out.

Passing on through one of these galleries a chapel is reached, which

is only the first and oldest of many apartments thus designated, differing only in size and decorations. It is called the Chapel of St. Anthony, and is supported by columns of salt left in quarrying the solid rock. It has an altar, crucifix, statues of saints large as life, all of pure salt. The air in this part of the mines, near the surface, is much more moist than that of the deeper excavations, so that the process of dissolving goes on slowly, and in consequence some of these statues of salt are gradually losing their shape. The head of one is nearly gone, the limbs of another, while deep furrows are observable in many places upon their bodies, making them present a very grotesque appearance when lighted up for exhibition. The smoke of the torches and lamps, added to the dampness of the air, blackens the surface of all objects not recently cut, so that these statues might be mistaken for black marble.

Onward and downward goes the visitor, through halls, chambers, tunnels innumerable. Stairs descend lower and lower, and similar apartments reappear, till he loses all sense of distance or direction; blindly following his conductors, who point out, from time to time, localities or objects of peculiar interest, where all is surpassingly wonderful. Everything is solid salt, except where some insecure roof is supported by huge timbers, or a wooden bridge is thrown over some vast chasm from which thousands of tons of salt have been quarried and removed. The air grows dryer and purer the deeper you go; the points and faces of the rock more crystalline and brilliant. One enormous hall, out of which has been cut a million hundred weight of salt, has the appearance of a theatre. It is over one hundred feet high, and the blocks, taken out in regular layers, represent the seats for the spectators.

In another spacious vault stand two obelisks of salt, which commemorate the visit of the Emperor Francis I. and his empress. Further on you come to a lake more than twenty feet deep, intensely salt, of course,

which is crossed in a heavy square boat. In this you are paddled through a tunnel which connects two immense halls. While in the middle of the tunnel the walls behind you and before you are brilliantly lighted up, and a gun is discharged which, with its echoes and reverberations, almost deafens you. Both air and water tremble visibly under the strange and frightful concussion, and you are only too thankful to reach the end of your voyage and stand once more on solid salt.

Francis Joseph's ballroom is another of the wonders of this subterranean world. It is an immense apartment, both in height and extent, and on some festive occasions is used for dancing. It is lighted by six large chandeliers, which resemble cut glass, but are in reality of crystalline rock salt. Statues of Vulcan and Neptune, sculptured from salt, also adorn this hall, which, when well illuminated, exhibits a marvelous splendor, the light being reflected from innumerable brilliant points and angles of the glittering rock.

Down, down, down, hundreds of feet further, through labyrinths of shafts, galleries and chambers, crooked passages, vaulted archways and openings which have no name and seemingly no end. Groups of miners, naked to the hips, are everywhere busy with the implements of their darksome labors; pick, mallet and wedge are employed incessantly in blocking out and separating the solid mass. Their manner of work is the same simple process in use centuries ago, perhaps by the remotest ancestors of these very men, in these very mines, for they are immensely old. The blocks are marked out on the surface of the rock by grooves. One side is then deepened to the required thickness, and wedges being inserted under the block, it is soon split off. It is then divided into pieces of a hundred pounds each, and in this shape is ready for sale. It is removed in carts or barrows to the shaft, where it is hoisted up, stage after stage, to the surface. Horses and mules are employed, and it is said that some of these animals are born and raised in the mines.

The number of laborers constantly at work is from one to two thousand. They all live outside the excavations at the present day, although traditions exist of times when the families of some of the miners had their abodes in these fearful depths, and where children were born and reared to the occupation of their parents, seldom or never visiting the outside world. The thing is neither impossible nor incredible, as the air in the lowest part of the mines is considered more salubrious than in their upper regions. But the practice was long ago discontinued, if it ever existed to any extent.

The miners, who are fine, muscular and healthy looking men, are divided into gangs for work, and relieve each other every six hours. A gang will quarry in that time about one thousand hundred weight.

The temperature is very even all the year round, and the preservative power of the air is such that wood never decays, but retains its qualities for centuries. People with pulmonary affections are said to have been much benefited by inhaling freely the atmosphere of the mines.

When and how this wonderful deposit of salt was originally discovered, is unknown. It was worked in the twelfth century, and how much earlier none can tell. Some traditions are held by the ignorant and superstitious peasants of the country, which ascribe the discovery to miraculous or supernatural agency. Others say that a certain Queen of Poland, on visiting the spot, commanded her subjects to dig there, assuring them that there was a most precious treasure beneath them. After a while a crystal of salt was found, which, as an earnest of the abundance afterwards discovered, this princess had set in a ring as a royal gem, and wore to the day of her death.

The extent of the deposit has not yet been fully ascertained. It commences, as we have before stated, about two hundred feet below the surface, and has a solid depth of nearly seven hundred feet, and rests on a bed of compact limestone, such as forms the peaks of the Carpathian mountains which it seems to follow.

It has already been explored to the continuous length of two miles and a half; and it is estimated that the aggregate length of all the innumerable excavations of these mines amount to more than four hundred miles!

## FLOW OF THE GREAT LAKES.

### INTERESTING EXPERIMENTS.

*The Detroit Post*, in an article on the various methods that have been tried from time to time to solve the mystery of the supply and outflow of the Great Lakes, gives an account of a new and successful apparatus just completed, for the purpose of measuring accurately the velocity of the currents in their tidal flow into and out of the lakes. The *Post* says:

"It is now about two years since the newspapers of the West began to discuss whether the great lakes are fed by subaqueous springs, or have hidden outlets. The party who favored the theory of subaqueous springs asserted that more water flowed out of the St. Lawrence than could be poured in by all the sources of supply known to exist, while the upholders of the idea of hidden outlets contended that evaporation and the visible outflow could not account for all the water which the lakes received and distributed.

"General W. F. Reynolds, Superintendent of the Lake Survey, determined to give this subject such consideration as, in the West, could only be afforded by the engineers employed on that work, and accordingly, for the past two summers observations have been made in the St. Mary's, St. Clair, Detroit, Niagara, and St. Lawrence rivers, for the purpose of ascertaining the exact amount of outflow of the lakes. The river-gauging has, from the start, been entrusted to Assistant D. Farrand Henry, of Detroit, and the apparatus used is one of his own invention. The apparatus is so much more delicate and accurate than any previously tried, that the results are of great value.

"To calculate the amount of outflow of any stream, it is necessary to

have the area of the body of water, and its mean velocity at any point. These two quantities multiplied together give the discharge. The first is easily obtained by making frequent soundings across the stream on a known line. The second is more difficult. The only practical methods heretofore in use, for the determination of the velocity are—first, by the time of passage of floats past a known line; second, by the difference in the height at which water will stand in two tubes, one of which is bent towards the current at the bottom, and the other is straight; and third, by water-mills, as they are termed, which consist of float wheels exposed to the current, the number of revolutions being recorded by a system of decimal years or telltale. Of these methods the first is the only one which has been used in deep water."

Mr. Henry was dissatisfied with these methods, and devised a "Telegraphic Current Metre," which he has used with perfect success during the past season.

"This metre consists of a propeller, or float wheel, which has on its hub an eccentric, and on the axle an iron lever, which has one end kept on the eccentric by a light spring, while into the other end a hole is drilled, meeting another hole, drilled at an angle with it, near the centre of the bottom side. Into these holes a platinum wire is forced, so that the lever rests on the point of the wire coming out of the centre hole. Under this point a small platinum plate is fastened to the axle. The other end of the wire is connected by a hinge joint to a long copper wire, which is fastened to the axle, but insulated from it. At the rear end of the axle are two vanes, at right angles to each other, sufficiently large to keep the wheel in the thread of the current.

The whole is suspended by a yoke, which has two small eyes on its side.

"The method of using the metre is as follows:—A boat being anchored in the stream at the point where the current is to be tested, a weight with a copper wire attached is let down from the stern. The upper end of this wire is fastened to a spring pole, which takes up most of the motion of the boat. The wire is passed through the eyes on the side of the yoke in the metre, a measured cord fastened to a swivel ring in the upper, and a weight to one in the lower end of the yoke. The metre may now be lowered to any depth, sliding down the anchored wire, and the upper end of this wire and of that are fastened together with the platinum point, being connected with a battery in the boat; then, at every revolution of the wheel, the circuit will be opened and closed by the eccentric, raising the ivory lever, and thus breaking the connection between the platinum point and plate. If now a Morse's paper register be placed in the circuit, at every revolution of the wheel a dot will be made on the moving paper, and thus the number of revolutions in any given time can be ascertained.

"The observations in the rivers were taken on a known line, one hundred feet apart, and at each five feet of depth. One of the first things noticed was the irregularity of the beat of the counter, showing that the current pulsated.

"The pulsations are not regular, the common maximums being from one-half to one-and-a-half minutes apart, with every five or ten minutes a greater increase or decrease. They are least in the maximum current, and increase towards the bottom and sides of the stream.

"The maximum velocity of the current was found to be at, or a little below the surface, and the velocity at the bottom was probably not over two-thirds the maximum."

The following approximate velocities and discharges of the different rivers is taken from the computations of the work last year. The quantities from the Detroit River are accurately computed.

RIVERS.	Maximum velocity.		Mean velocity.		Disch'ge cubic ft. per sec'nd.
	Ft. per sec'nd.	Miles per h'r.	Ft. per sec'nd.	Miles per h'r.	
Ste. Marie's.	1.921	1.30	0.967	0.66	90,784
St. Clair.....	4.544	3.09	3.514	2.39	233,726
Detroit.....	4.800	2.71	3.000	2.04	236,000
Niagara.....	3.370	2.32	2.258	1.54	242,494
St. Lawrence.	1.462	1.00	0.954	0.65	318,943

## OUR WEALTH.

From the *Atlantic Almanac* for 1869, we quote as follows:

"The Atlantic seaboard of the United States extends about 3,500 miles, and the Mississippi and its tributaries open up an inland navigation of 30,000 miles, upon the bosom of which is now floating an amount of commerce three times as great in value as the whole foreign commerce of the country. In former times, the trade with foreign ports was looked upon as our most important interest. It is now dwarfed by the transportation and handling of domestic produce for domestic markets. In 1860 the entire product of the United States was \$1,900,000,000. Its exports were less than one-fifth of this amount, leaving four-fifths to

be exchanged between the States. It has been said that, at the present time, not more than one-fifteenth of the business of New York city is based upon foreign commerce.

The Mississippi drains 1,785,000 square miles, which is more than half the number of square miles in the whole United States, and the surface contains 768,000,000 of acres of the finest land in the world. It has space for one hundred and fifty States of the size of Massachusetts, and were its population in the same proportion, it would contain more than five times the present population of the whole United States. At this time, not more than one acre in five is under cultivation, and the vast resources of coal and minerals have hardly be-

gun to be fairly developed. The fourteen States which comprise this region claim (though this is without reason) that they pay more than one-half the taxes, and that they work more than half the improved land, and have a majority of the population of the United States. The value of the annual commerce of the Mississippi is estimated at \$2,000,000,000, and the Agricultural Bureau, basing its calculations upon past results, estimates that in the year 1900 the cereal products of the West will amount to more than 3,000,000,000 bushels.

The value of crops, as well as of the productions of the mines and the forest, depend mainly on facilities for transportation, either natural or artificial. The Mississippi is but one of the outlets of the vast region through which it passes. The great lakes open a wide belt of this country, and canals and railroads bring almost every farm within easy distance of natural navigation. The

estimated cost of conveying a ton of merchandise a mile on the ocean is from half a cent to one and a half cents; on the lakes two cents; on the river two and three-fourth cents; on the canals two to five cents; and on the railroads from three cents to thirteen and a half cents. Of the amount of grain received at Chicago, 75 per cent. comes by railway, but from that city only 10 per cent. is sent east by railroad, while ninety per cent. is sent by the lakes. The merchants, manufacturers, and consumers of the east have an interest in reducing the cost of transportation to the lowest possible point, and this can most easily be effected by improving the water communications. Cheap transportation is a vital necessity to our whole country, and, if it is secured, the resources of the vast and fertile regions even further west will be developed as surely as time endures, and more rapidly than we can at present imagine.

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### ARCTIC DISCOVERIES.

Dr. Isaac I. Hays recently delivered an instructive lecture on "Arctic Discoveries," at the rooms of the American Geographical Society! The lecture was illustrated by globes, charts, maps and outlines. The speaker sketched the various efforts made to discover a northerly passage, beginning in 1494, under Cabot. Dr. Hayes defined the open Polar sea, upon the theory of the oceanic currents. We can trace but one flow of water within the limits of the Polar sea. This sweeps along both coasts of Greenland; the branch on the eastern, after touching Iceland, wheels around Cape Farewell into Baffin's Bay, where it joins the other branch through Smith's Sound and out from the great Parry Archipelago through Jones' Sound and Hudson's Strait. Thus uniting its great arms this Polar current courses along the coasts of Labrador and Newfoundland, and wedging itself in between the Gulf Stream and the American coast, is finally lost off the Cape of Florida. The Gulf Stream and the Japanese

current both flow into the Polar Sea, the former entering by the coast of Spitzbergen and the latter through Behring Strait.

The speaker said that water did not freeze except where sheltered by the land, as it was a restless object. Firmly frozen bodies of water of any considerable extent were not known. Baffin's Bay and Hudson Bay were never sealed, and in passing the winter of 1860-61 on the margin of the most northerly portion of Baffin's Bay, with the temperature at forty degrees below zero, he, with his party, was always within sound of the beating surf. Explaining the different proposed and projected routes to the Polar sea, he said he would give the preference to the way of Smith's Sound. A vessel could certainly be forced up to Fort Polk, and thence would be afforded, first, land, as a base of operations, the route lying over Grinnell's Land; and second, the opportunity to colonize a party of hunters and natives as a permanent support. Birds, whale,

walrus, seal and reindeer were here to be found in abundance. The lecturer said that he was confident that he could reach the open Polar sea in a steamer, and was willing to again make the attempt in the interest of science and for the honor of the nation.

At the close of his address a vote of thanks was tendered the lecturer.

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### Telegraphs in Tropical Countries.

In India the conditions of the country render a different method of constructing the telegraph wires very necessary. Traversing, as the wires do, dense jungles and forests, swarming with birds and animals, it is necessary to make the wires very much stronger than we do in this country. They are, in fact, small bars of iron, three-eighths of an inch in thickness. An amount of rigidity is thus obtained which is necessary to meet the requirements of the country. The bars of iron are placed on the tops of bamboos, of a sufficient height to allow the country carts to pass underneath them, and even to give passage to loaded elephants. The size of these conducting bars is necessitated by the heavy rains which fall in the wet season in India. Even in England the rain, dripping in a stream from the telegraphic wire to the post, is sufficient to stop the working of the wire, inasmuch as the electric current escapes directly to the earth, and is then dispersed. The same rule that obtains in one dependency, will obtain in all tropical countries, and deviations from the European method of constructing electric telegraphs will be necessitated. In all countries where thunder-storms are frequent, and where dense fogs prevail, it is necessary at times to have increased battery power, in order to drive the electric current through the storm. When a thunder-storm occurs, even in this country, the electric spark sometimes runs along the wire from station to station, and does great damage to the finer parts of the working apparatus. If such mishaps occasionally occur in these temperate regions, what must be the casualties that

have to be provided against in the Indian monsoon? Lightning conductors in such countries are necessary at various parts of the line to conduct to the earth this unwelcome visitor, which, in the most temperate climates, is sufficient to reverse the polarity of the needles. In England there is a system of switches employed, resembling those on railways, by the use of which one wire can be put in communication with any other, instead of the direct one it is usually placed in communication with. In this manner a thunder-storm, which interferes with its working, may be escaped, and a circuitous route, free from the passing storm secured. Fogs are dodged in the same ingenious manner, a divergence in the route of a hundred miles or so, causing no loss of time, inasmuch as the speed of telegraphic communication is equal at least, to the speed with which light travels.

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### Young Seamen.

The Annual Meeting of the Society for the Education and Advancement of Young Seamen was held Nov. 17, at their rooms, 92 Madison street, Capt. E. Richardson, Esq., President, in the chair. The annual report was presented by the Secretary, Wm. F. Thoms, M. D. The following is a synopsis of the Report: Number of seamen who have been educated the past year 52; attending the lectures 1,800; reading matter distributed among seamen, pages 25,000; correspondence, letters, 640. Seamen have been encouraged and assisted to qualify themselves for a higher grade of usefulness. The influences thrown around them are of a religious, moral and social character. They have not only been educated in their profession, but a knowledge of their duty to society, their country and their God, has been impressed on their mind. The pupils of this Society have organized an Association for the Relief of Widows and Orphans of Shipwrecked, Sick and Disabled Seamen, to provide a Burial Fund for those who die on shore, and to aid and assist each other in their struggle through life.

(For the Sailors' Magazine.)

## OUR WORK.—BELGIUM.

ANTWERP, Nov. 10, 1868.

DEAR BRO. HALL,

In my last letter of the 9th instant I informed you that I had at last succeeded in finding here just the accommodation for seamen that I have so long been praying for, and trying to find. We still retain our old rooms in the Hanseatic House, for which we pay no rent, and they would be all we could wish, if it were not for the prohibition of fire and light.—Without a fire our Bethel is cold and cheerless in the winter, (although we were able to gather good congregations there through the whole of the last winter,) and without fire and light our reading-room is absolutely useless during a greater part of the year, and we have no place for our evening meetings. But in our new quarters we have no such restrictions laid upon us; we are now able to hold three evening meetings each week, and the seamen, now, instead of being obliged to hang about the liquor-shops, and bar-rooms of their boarding-houses, or to remain on board their ships in the dark and cold—for they are not permitted to have fire and lights there—have a safe, cheerful and comfortable place to spend their long winter evenings, and I am glad to see that so many of them are disposed to improve this privilege.

Our new quarters are nearly opposite the Bethel, and in the very center of the shipping business, and, though surrounded on every side by *estaminets* and grog-shops, there is no liquor sold on these premises.—They could not be better located, nor indeed, better adapted to our use if they had been constructed expressly

for this purpose. We have three chambers on the *second* (or as it is here said, on the *first*) floor: the two largest, separated by folding doors, are about 24x20 feet each, giving us when thrown together, one large hall of 48x20, and beyond there is still another room of about half the size of the others, which I use as my private room, but which can be connected with the other two when necessary. I have furnished them with tables, chairs, hanging lamps, a clock two cheerful open stoves, and with such newspapers, books, tracts, charts &c. as I could obtain, and have made the place as pleasant and attractive as possible to those who wish to improve their evenings in a sober and profitable way. The doors are open every day from 3 to 9 P. M., and if you should chance to look in upon us during any afternoon, or evening, except during the hour of meeting, you would find quite a company of young men seated round the tables quietly reading and writing: there is no smoking, nor loud talking, nor disorderly conduct; all ranks are there, captains, mates, stewards, cabin boys and men, both black and white.—When the hour of nine arrives, the alarm-clock on the mantel goes off, and then one by one they get up and drop (if they choose) a few pennies into the box, and with a friendly good night or shake of the hand quietly retire. If it should chance to be on Tuesday or Thursday evening that you come you would find two or three dozen seamen in the central room listening to the word, and after this as opportunity is given, you would be edified by hearing the earnest exhortations and

prayers of not a few of them, often in very broken language, but none the less interesting or edifying for all that. But on Sunday evening we have our largest congregations. My fondest expectations have been surpassed. Our Bethel services are well attended both morning and afternoon; we average there about 60 at each service, but we have many more in the evening at our new quarters. It is now four weeks since we opened, and the number has certainly increased. At our first meeting we had about 30, at our next 60, at our next 80, and last Sunday evening we had still more. I have been obliged to procure more seats and rearrange the rooms, but now, by throwing open the connecting doors we can accommodate an audience of 150 or 200, and though I hardly dare hope that we shall have as many as that, yet, with the blessing of God we may, for there are several hundreds of English-speaking seamen in port continually. But our congregations are not made up of seamen entirely, we have a few from the town, and the number is increasing. It is becoming quite common for captains to take their wives and sometimes their children with them to sea, or arrange to meet them here, a practice which should be encouraged, as it exerts a favorable influence upon themselves, so we often have 15 or 20 ladies, and always some children at meeting. Our audiences have lately been very solemn and attentive. We have never had any disturbance, though there is often a good deal of noise in the street, and sometimes disorderly children playing about the door. Of course we have our petty annoyances. The multitude of boarding-house-keepers shipping masters, sellers of grog, and tobacco, huxters, &c., by whom we

are surrounded look upon our enterprise with no favor, and endeavor to keep the men away. The hour of meals at the boarding-house is made as inconvenient as possible. The parades, processions, exhibitions and amusements—religious, civil, and theatrical, (and they all amount to about the same thing) often operate as an hindrance, but our Bethel enterprise here is coming more and more to be looked upon as a fixed fact both by those who live here, and by those who frequent this port, and is evidently exerting a wider and wider influence. Our notices are not often allowed to hang up in the places where sailors most resort; sometimes they are torn down, or effaced where we have posted them in the streets. On opening our new rooms I went round the docks and personally superintended the posting of a large number of bills, but it was not many hours before most of them were gone, yet some of them remain. My excellent assistant, Captain Mowatt, has been absent on leave, for four weeks—I look for him now, with his family in a few days—and I have been overburdened with labor and care, what with preaching five times a week, leading the singing, the fitting up of our new rooms, and constant attendance there, and the numerous other duties which I must personally perform, I am nearly broken down by work, but I will try to hold out till he comes. I have been almost confined to my room for the past week with a severe cold,—the weather is very bad—and if the meetings had not come to me I could hardly have attended them, but my effort of preaching three times on Sunday last was too much, and I am now so hoarse as not to be able to speak above a whisper, and I have

engaged Captain Burgess of the *Gratham's Polly*, to look after the meeting this evening. He has greatly assisted and encouraged me; so has Captain Mitchell, of the *Sabino*, both American Captains, as I am glad to tell you, and I wish we had more such. With their assistance we have collected during the last five weeks, principally from the English and American masters here, about 500 francs, (\$100), which will about meet our extraordinary expenses in fitting up our rooms, and as for the rent, which is about \$250 a year, I hope through your kindness to pay for it myself, without any further assistance. As for our current expenses for fuel, lights, printing, papers, &c. as well as a moiety of my assistant's salary, I hope to defray in good part, at least, from the proceeds of the contribution box which have amounted lately to about 10 francs a week. Thus, for the present, our material wants are provided for. "Hitherto hath the Lord helped us," and by His blessing, and in answer to many prayers, we hope to be able to report hereafter further successes, and especially, spiritual blessings. But as we have no church here, and no christian brethren and sisters to rally around us, and to water the seed that is sown, and as our congregations are constantly changing, you can hardly expect us to speak of the fruit that is gathered in, but I have no doubt that others will gather it if we do not, and that we shall find it after many days.

The number of American vessels here during the past few months has been larger than at any time since the war, and will, I think, continue to increase, as the business of the port is rapidly advancing. This is now the principal Petroleum mart in Europe, vessels laden with Guano

from the Chinha Islands, and with hides &c. from Brazil, Buenos Ayres, and other South American ports are daily and almost hourly coming in. We have also a large trade with the East Indies. There are now in port five large ships from Akyob discharging rice. The communication between Antwerp and all of the principal ports in Great Britain, both by steamers and sailing vessels is constant, and I am confident that there is no other port out of England or the United States in any part of the world where there are so many English speaking seamen as in Antwerp.

A few evenings since I took tea on an English ship, the captain had his newly married wife with him; the wife of the chief mate had also joined him here, they are both pious ladies. We discussed the temperance question freely, and spoke of the havoc that liquor is making among our seafaring men. These ladies joined their influence with ours, and when we have this we can do almost anything. Before we left we drew up a temperance pledge and made it as strong as we could against all intoxicating drinks of every sort, and the captain, first, who had been only a temperate drinker, and then the chief mate, who had been an intemperate drinker, and then the steward, who drank whenever he could get it, as almost all sailors will, one after the other signed it. I gave each of them a copy with his own signature to it, and kept a copy myself, and then we all knelt together and implored the blessing of God on this solemn act. They are not religious men, but I cannot but hope that God will enable them to keep their pledge, and that this may be, as it often is, the first step in their way of return to Him.

Alas! for the mischief, both to

soul and body which these intoxicating drinks are causing—who can estimate it? Satan could not wish nor devise a more potent, or successful charm to lure men to hell. There is no business in which he employs so many agents; there is none which is at once so extensive, so profitable, and so mean, and, withal, so prolific of evil as that of the manufacturing and the selling of intoxicating liquors. There is a large manufactory in sight and hearing of my room where I now write (the Sailor's Reading-room) that is grinding and smoking with furious energy, 24 hours in every day and seven days in every week, and the great casks fuming and seething with the stench of Tophet, are constantly rolling out to be transported to their greedy victims; the number of shops in sight from my window where it is sold and drank is legion; men and women are pouring it down their throats by the gallon on every side, wherever I look or go. At the hotel where I board, water is never put on the table, I have never known of but one glass to be called for besides my own. The quantity that is drank at meal times, and at all times is enormous. In addition to all these grog-shops, there is a squad of women with their large jug of raw gin, and their little glass, running about from vessel to vessel incessantly tempting the men to drink. Drunkenness abounds here, and as a natural consequence, brawls, assaults, and accidents are of daily and nightly occurrence, especially on Sundays and fête days.

This is the most fruitful source of all the miseries and disasters felt on land and on sea. The amount consumed on board of our steamers and packet ships during every trip is almost incredible. The captain above

spoken of, who signed the pledge, told me that when in command of a steamer running from Bombay along the coast of India on one occasion, with an average of 12 passengers, for about ten days, they emptied 1,900 bottles of brandy, wine, beer, and other intoxicating liquors; and on another occasion from England to South America, the whole store costing several hundred pounds, which he had laid in for the round trip was consumed by a few passengers on the outward trip.

During my recent trip to New York and back there was a considerable portion of the passengers who drank in about the same ratio; they were incessantly at it, not only at meal times, but during all the hours of the day and evening. We lost a man with *delirium tremens* on each passage; one was a sailor, the other was a passenger. We had been out from Liverpool about a week when I was called very early one morning to see a man in the hospital who was "not long for this world." He proved to be a young man whom I had seen and prayed with twice before, but he was so delirious as to require to be bound to his bed, and though he was incessantly talking, I could hold no rational conversation with him, but I learned from others that having run through a fortune of some £500 during the last six months, in debauchery and drinking, and leaving behind a broken-hearted and widowed mother, he had in a fit of desperation shipped as a scullion on board the steamer, delirium soon set in and he had to be bound. His raging fever soon run its course, and now he was rapidly sinking. He fixed his wild staring eyes, already beginning to be glared by death upon me, but he could not speak; his

every breath was a groan, his chest heaved with the awful struggle, the cold sweat was on his brow, his pulse grew fainter and fainter, and his breathing more rapid, and then he was still in death. We buried him that evening, in the sea; I endeavored to improve the occasion in a few words of admonition to the numerous company that assisted at the burial, but the drinking went on with no perceptible abatement to the end of the voyage.

Returning from New York a few weeks afterwards, to my field of labor, on our first night out, a little before midnight, we were all aroused from our sleep by an agonizing cry of *murder, murder, murder*, thrice repeated; our anxiety was soon partially allayed by the information that one of the passengers had been suddenly attacked by *delirium tremens*, and that he would be confined, but it was not till after we were twice aroused by his rushing through the saloon uttering these frantic cries, that he was secured. The next day he was better, but as night approached his terror returned and it was pitiable to hear him beg for protection from his ghostly enemies; the same scene was repeated on the next day and night; on the morning of the third day the sea was very heavy and the ship was pitching badly, when suddenly she stopped, and we heard a great noise on deck, and then the cry of a *man overboard*. It was the poor maniac. He had just come out of his confinement apparently well and calm, when seized by a sudden impulse he rushed to the side of the vessel and before any one could lay hold of him he leaped into the raging sea, and throwing up his arms went down almost instantly. A life preserver was

thrown to him; the vessel came to; there was an attempt made to get out the boat, but the sea was very rough, the attempt seemed useless, as well as hazardous, and so the ship went on her course. We turned sadly from the scene and went to our cabin, but in a little while the passengers were drinking as merrily and sottishly as before.

Yours truly,

J. H. PETTINGELL.

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### General Missionary Statistics.

There are now in active operation, in different parts of the world, eighty-six Protestant missionary associations for the propagation of the gospel in unevangelized countries. These associations are supporting about 1500 missionaries, and the united receipts of these, and kindred benevolent associations during the past year, exceeded twelve millions of dollars. All the American societies received some \$4,750,000, or about three quarters of a million more than last year's receipts of the New York and Boston theatres!

There is laboring in China about one ordained missionary to every four million inhabitants. Think of the United States containing but eleven clergymen! In the Ningpo district there are thirty foreign missionaries, four ordained native preachers, and 778 communicants. Nearly three-fourths of these are connected with American societies. The opium introduced into China, in the year 1866, through the port of Hong Kong, 81,750 chests was valued at \$58,228,309. How many missionaries of God's truth would be needed to counteract this gigantic evil!

In India, as the result of the missionary labor, there are now fifty thousand communicants. The attendance in the various Christian churches reaches, at least, two hundred and fifty thousand. There are now two hundred and four native preachers.—*Observer*.

## THE STARLESS CROWN.

"They that turn many to righteousness shall shine as the stars for ever and ever."—DANIEL xii. 3.

WEARIED and worn with earthly cares, I yielded to repose,  
And soon before my raptured sight a glorious vision rose :  
I thought, whilst slumbering on my couch in midnight's solemn gloom,  
I heard an angel's silvery voice, and radiance filled my room.  
A gentle touch awakened me, a gentle whisper said :  
"Arise, O sleeper, ! follow me ;" and through the air we fled ;  
We left the earth so far away that like a speck it seemed,  
And heavenly glory, calm and pure, across our pathway streamed.

Still on we went : my soul was wrapped in silent ecstasy ;  
I wondered what the end would be, what next should meet mine eye.  
I knew not how we journeyed through the pathless fields of light ;  
When suddenly a change was wrought, and *I was clothed in white ;*  
We stood before a city's walls, most glorious to behold ;  
We passed through streets of glistening pearl ; o'er streets of purest gold.  
It needed not the sun by day, nor silver moon by night ;  
The glory of the Lord was there, the Lamb Himself its light.

Bright angels paced the shining streets, sweet music filled the air,  
And white-robed saints, with glittering crowns, from every clime were there.  
And some that I had loved on earth stood with them round the throne :  
"All worthy is the Lamb !" they sang, "the glory his alone !"  
But fairer far than all beside, I saw my Saviour's face,  
And as I gazed He smiled on me with wondrous love and grace.  
Lowly I bowed before His throne, o'erjoyed that I at last  
Had gained the object of my hopes ; that earth at length was past.

And then in solemn tones, He said, "Where is the diadem  
That ought to sparkle on thy brow, adorned with many a gem ?  
I know thou hast believed on me, and life, through me, is thine,  
But where are all those radiant stars that in thy crown should shine ?  
Yonder thou see'st a glorious throng, and stars on every brow ;  
*For every soul they led to me they wear a jewel now ;*  
And such *thy* bright reward had been, if such had been *thy deed*—  
If thou had'st sought some wandering feet in paths of peace to lead.

"I did not mean thou should'st tread the way of life alone ;  
But that the clear and shining light which round thy footsteps shone  
Should guide some other weary feet to my bright home of rest,  
And thus, in blessing those around, thou had'st thyself been blessed."

The vision faded from my sight, the voice no longer spake ;  
A spell seemed brooding o'er my soul, which long I feared to break.  
And when at last I gazed around, in morning's glimmering light,  
My spirit fell, o'erwhelmed beneath that vision's awful might.

I rose and wept with chastened joy that yet I dwelt below—  
That yet another hour was mine, my faith by works to show—  
That yet some sinner I might tell of Jesus' dying love,  
And help to lead some weary soul to seek a home above.  
And now, while on the earth I stay, my motto this shall be :  
"To live no longer to myself, but Him who died for me !"  
And graven on my inmost soul, this word of truth divine,  
"They that turn many to the Lord, bright as the stars shall shine,"

—Sunday School World.

### The Isles Redeemed.

For over thirty years missionaries of the London Society have labored in the Samoan Islands in the South Pacific; and now heathenism has been abolished, and the whole nation professes Christianity. The whole Bible has been translated into their language, and a third or more of the population can read. There are about 5,000 members of the church; and 4,000 candidates; more than 200 of the male members are preachers of the gospel, and many have gone as missionaries to distant islands. About \$10,000 are annually contributed for the support of native teachers, and about \$5,000 to the London Missionary Society. A well-regulated self-sustaining native seminary, with nearly a hundred students, annually sends out about thirty candidates for the ministry. Before the gospel was introduced there was no commerce, but they now have an export trade of from \$200,000 to \$250,000 a year.

### Disappointments.

You are disappointed. The steamer has gone, leaving you standing on the wharf. The cars have left you at the station. Quite, *quite too bad!* your plans are all frustrated. You are inclined to be out of humor with yourself and everything else. You chide your watch for being five minutes too slow; the hack-driver for being slower than your watch; and the hotel proprietor for protesting over and over again, that there was time enough and to spare.

Stop, my friend, you are in danger of being faster than either steamer or cars. *Let your moderation be known unto all men*, and your good practical sense too. Let me illustrate.

The late Rev. Dr. Wayland left the city of Providence for New York, to take a steamer to be in England at a certain time, on important business. Driving from his brother-in-law's house in the latter city, the carriage broke down, and the driver mistook the way—so that he reached the wharf only in time to see the

steamer disappear in the offing. He was deeply disappointed; but quietly remarked to a friend, "Providence has undoubtedly some very good reason for delaying my journey." And was there not a good reason? That steamer—the *President*—left port to be heard of no more!

### "The Sea shall Give up its Dead"

Not long ago, upon our New-England coast, a boat in which was a human foot was washed ashore. We thought of the resurrection of the dead; of the day when there shall be "no more sea."

That fragment of a once-living form told its own story of life and death. It had helped along the paths of business, and over the reeling deck of the ship, a man, with all the hopes and fears, sins, and we trust penitence, of an heir of immortality. None but God, probably, knew where the rest of that mortality was.

But the germ of a spiritual body was carefully preserved by him; and when the ocean shall vanish away, and its floor be covered with the rising dead, it will unfold to receive the soul, and go forth to its everlasting activity. The sailor-boy's remains, and those of the lost traveler beneath the tides, have no mound and no head-stone; but they have time's grandest burial. The everchanging surface of the deep is no less suggestive and attractive than that of the landscape of the cemetery; and over the boundless domain echoes the voice of God, the herald-signal of the last day, "*And there shall be no more sea.*"

How full of delight is this doctrine of the resurrection to the Christian! and how graphic the inspired symbols of the future world according to moral character,—the "lake of fire" and the "crystal sea"!—*Christian Banner*.

### Cleaving to Christ.

I have seen a heavy piece of iron hanging on another, not welded, not linked, not glued to the spot,

and yet it cleaved with such tenacity as to bear, not only its own weight but mine too, if I chose to seize it and hang upon it. A wire charged with an electric current is in contact with its mass, and hence its adhesion. Cut that wire through, or remove it by a hair's breadth, and the piece of iron drops dead to the ground, like any other unsupported weight.

A stream of life from the Lord, brought into contact with a human spirit, keeps the spirit cleaving to the Lord so firmly that no power on earth or hell can wrench the two asunder. From Christ the mysterious life-stream flows, through the being of a disciple it spreads, and to the Lord it returns again. In that circle the feeblest Christian is held safely, but if the circle be broken, the dependent spirit instantly drops off.—*Arnot.*

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### A Gross Outrage.

We saw recently, at the Mariners' Home in this City, three of the most pitiable objects our eyes ever beheld, reminding us of the stories of suffer-

ing in Andersonville and Libby Prisons. They were two men and a boy of the crew of the whaling schooner *D. N. Richards*, which arrived at this port on Thursday, and were all suffering from scurvy. One man, from Bath, Me., was reduced almost to a skeleton, his limbs shrunken, and his legs wound round with rope-yarn, were sore and bleeding. The other was in bed, and very sick. The boy, whose face was sore and swollen, had become stone blind. He was formerly in the schoolship *Massachusetts*.—All were filthy and poorly clad. Some one is culpably responsible for the suffering and sickness of these men. The schooner, a vessel of 92 tons, has been absent on her voyage seventeen and a half months, and during that time, was but once in port. Of course, the crew could not have the needful in a vessel so small, and whose crew must necessarily be so much exposed to the wet. It seems to us, that a captain who brings back men in such condition, unless he can furnish ample excuse, should be sharply rebuked for his inhumanity, and be compelled to compensate the sufferers.—*New Bedford (Mass.) Mercury.*

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## FOREIGN CORRESPONDENCE, REPORTS, &c.

### Norway.

Mr. Halvor Steinson writes from Kragero that he preaches the Gospel twice a week, and within a short time has visited 20 ships. "I am thankful to the Lord (he says) in giving me to see four sinners brought to the cross, to find peace in the atoning blood of the Lamb."

Mr. H. L. Schultz, recently appointed to Porsgund, reports for three months, preached 34 sermons, 33 visits on shipboard and to seamen's families, and the distribution of a large number of tracts, &c., With reference to his appointment as Sailor missionary, he says, "I am very glad in any way to work for the

Lord, and I will, by the grace of God, preach the Gospel to poor sinners."

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### Sweden.

Interesting letters have been received from Rev. F. O. Nilsson and Messrs. Lars Kahlson, and J. A. Anderson, who are laboring successfully at Gottenberg; also from C. Carlson, of Warberg; E. Eriksson, of Wenersborg; A. M. Ljunberg, of Stockholm, and from old John Lindelius, who is yet able to get about and do something to honor his Master. These brethren have accomplished a great deal of work, and apparently with God's blessing.

### Denmark.

Rev. P. E. Ryding, of Copenhagen, in his last report speaks of the many converted seamen he meets with, as showing a great change, since he began his work as a missionary of the Society. In a single quarter Mr. R. preached 28 sermons, held 11 prayer meetings, visited 594 ships, distributed 153 Bibles, and about 5,700 tracts, &c. He has an interesting Sabbath school in Bornholm, where there is the promise of much good.

Rev. F. L. Rymker, of Odense, at the close of his report for the three months ending October 1, says, "last Sunday I was in Fauburg, where I had opportunity to speak to many seamen in the harbor; and the Sunday before I had a good time in our harbor, distributing tracts and in speaking to many and urging them to seek the salvation of their souls."

### France.

Rev. H. Rogers, sends from Havre an interesting account of the christian work which was vigorously prosecuted during the recent Naval Exposition at that port. He says, "the books and portions of scripture were received most readily, seldom refused by any. During the two months, above 70,000 tracts and 80,000 Gospels were freely given, while a large number of Bibles and Testaments were sold at a mere nominal price.

The seamen of various nationalities in port, were visited by one who could converse with them, and very cheering was the evident attention paid to the gospel message. \* \* \*

This is a difficult field. but we have reason to be thankful that God has not left us without a witness. Last Sunday evening there were ten

American seamen at the Bethel service, besides several more from Nova Scotian ports."

### Marseilles.

Our President, W. A. Booth, Esq., in a letter from Marseilles, dated Nov. 28, speaks in commendation of Chaplain Hawkins and his work.

Mr. Booth says, "I have been very much gratified at what he is doing, and with his devotion. He preaches in the English chapel on Sunday morning and afternoon, and at the "Free Reading Room for Sailors" in the evening. He has five services on the Sabbath, works very hard and seems to be a man of faith and prayer. I went with him to the Sailor's Free Reading Room, where there is a gathering of forty to sixty sailors at the Sunday evening service, and thirty to fifty on the evenings of the week.

He reaches about four thousand sailors during the year. The Reading Room is well supplied with books, pamphlets and papers, and is liberally sustained by the contributions of benevolent travelers, and by its friends in England. \* \* \* \*

I am satisfied that the small sum we give to aid in the work here is doing all we could expect, and is judiciously expended.

Mr. Booth significantly adds, "*I am more deeply impressed than ever, with the importance of the work of our Society, and believe that we should continue it with efficiency, and extend it as fast as we can obtain the means.*"

### Sandwich Islands.

Rev. Titus Coan, of Hilo, says, "I still preach in English during the shipping season, and do all I can for seamen on week days.

Every season furnishes some cases of encouragement to labor, and of

gratitude to God for his grace to the sons of the deep. While many are careless and neglect the great duty of life, some are always found who are thoughtful, candid and tender, and no season passes without the tearful pledges of some who ride the ocean wave to secure that "Pearl" of which the sea says, 'it is not in me,' and the mountain mine, 'it is not in me!'

I shall always love the sailor and your Society, or, *our* Society, and should Bro. Thompson relieve me of that part of my work, in which for thirty-four years I have done what I could, my house, my hands, my heart, will still be open to the sailor, and my prayers will ever follow him."

Rev. Mr. Thompson sailed for Hilo last month.

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### South America.

#### CHILI.

Dr. Trumbull writes from Valparaiso asking aid in the support of a missionary to labor at various important ports on the coast to the south of his station.

The Society's colporteur's report for October, has been received, and will appear hereafter.

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### Notes from the Reports of Chaplains.

Rev. E. N. Crane, of Norfolk, during the months of September, October and November visited 346 vessels, and distributed 9,662 pages of tracts, 297 Seamen's Friend and 25 Bibles and Testaments. The attendance at the Bethel services and Sunday-school was on the last Sabbath considerably increased, and additional interest imparted by the presence of two pious captains, with their wives, who rendered efficient aid.

Rev. F. J. Boggs, of Richmond, under date of November 26th, gives an account of the conversion of a sailor, named James Wanan, in connection with his Bethel services.

Rev. J. N. Andrews, of Wilmington, N. C., reports for the year ending with December, that for the first six months the attendance of seamen upon divine service was large, and not a few seemed to receive the word with faith. The prayer and temperance meetings were also attended by crowds, and many were induced to sign the pledge. Mr. A's sickness, with domestic affliction, has greatly hindered his work during the last half of the year, but he is in good health again and efficiently at work. During the year 645 boarders have been received at the Home; 96 sick seamen have been cared for, 17 shipwrecked and destitute furnished relief, and two have died.

Rev. W. B. Yates, of Charleston, S. C., says, "I have lately been very much encouraged in my work. \* \* I hope to be able to revive the Schoolship which I still look upon as an important matter. I am endeavoring to induce our Mayor to get up one on the plan of the Boston Penal Ship. Many a boy might be saved by such an institution."

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**San Francisco.—A Revolution in the mode of Shipping Seamen.—Why not try it here?**

The following certificate and letter which appeared in a recent number of the *San Francisco Com'l Bulletin*, will give an idea of what is doing in the interest of seamen and sea-captains, through the Labor Exchange. Similar letters have been received from other captains whose vessels have been supplied with crews by

the Exchange, independently of boarding-house-keepers and shipping offices. This new movement was fiercely opposed, but has triumphed in the end. In so far as the port of San Francisco is concerned, the day of "blood-money" we trust is passed forever. It will be a happy time for the sailor when captains and ship owners shall inaugurate a similar revolution in the port of New York.

"This is to certify that the seamen furnished to the ship *Ellen Austin*, by the Managers of the California Labor Exchange, were good men, all of whom came on board my ship in a sober condition, and had received all their advances and bounty.

JOHN I. FRENCH,  
Master of ship *Ellen Austin*."

Ship *Ellen Austin*,  
SAN FRANCISCO, CAL., Oct. 22d, 1868

Secretary of the California Labor Exchange—Sir—Great injustice has hitherto existed with regard to sailors, by the fact of the robbery of them at boarding-houses, and the withholding of their advances. The sailor has always two months' wages advanced him, of which in nine cases out of ten, he does not receive one cent.

The object of shipping seamen at the Labor Exchange is, that the men shall receive their advance, and to put an end to the prevailing practice of "shanghaeing." In the case of the *Ellen Austin*, it was pleasing to note that each man as he stepped on board received two months' advance wages \$60 in gold, which amount was paid down upon the capstan.

Great praise is due to the Labor Exchange for the manner in which they shipped the crew, the men coming aboard sober and orderly, one and all setting about their duty. The men forming the crew of this vessel are as "likely" seamen as one could wish to see. I have been for some years engaged in the California China and Liverpool trades, and I can state that I never saw a more able crew

shipped on board any vessel. Each man is fully capable of discharging the duties to which he signed, both able and ordinary. I am, sir, yours respectfully,  
E. C. PINKHAM,  
1st. Officer of *Ellen Austin*.

#### The Young Athletics.—Library Presentation.—A Pleasant Affair.

A company of eighteen as bright and hearty looking lads as can be found in the city, met on Saturday morning (Dec. 12), on board the clipper ship *Rival*, loading at pier 18, East River, for San Francisco, to present a library to Capt. Doane for the use of his crew.

The library (No. 2,898 of the AMERICAN SEAMEN'S FRIEND SOCIETY'S Loan Libraries) contained about forty-five carefully selected books, which were put up in a neat case, and provided exclusively by the efforts of the boys.

The presentation speech was happily made by Master James Roosevelt, and responded to on behalf of himself and men, by Capt. Doane, who not only thanked his young friends for the library so generously furnished him, but also promised to keep them advised concerning it, by letters from San Francisco and elsewhere, as opportunity should offer.

Brief addresses were also made by Secretary Hall, Mr. Geo. D. Sutton the owner of the ship, and by Messrs. Norman White, Wm. E. Dodge, Jr., and Charles Trumbull White, the whole concluding with three rousing cheers for Captain Doane and the good ship *Rival*, for the AMERICAN SEAMEN'S FRIEND SOCIETY, and for the promising young orator of the day, and then a ramble all over the ship, with explanations by the captain and others, greatly to the delight of the boys and those accompanying them.

It was an exceedingly pleasant affair; an effort in the direction of right moral training, proving, by experience, the luxury there is in doing good and the truth of the Scripture, "It is more blessed to give than to receive."

MEM.—*The way to make good, generous, useful men is to begin with them when boys.*

### Sailor's Home, 190 Cherry Street.

Mr. Cassidy reports sixty-two arrivals during the month of November. These deposited with him \$2,000, of which \$1,250 were sent to relatives, and \$170 placed in the Saving's Bank.

Thirty-five were sent to sea without advance, and eight were sent to the hospital.

### Colored Sailor's Home, 2 Dover St.

Mr. Powell reports forty arrivals in November, and great difficulty in shipping men without indebtedness to him. In these depressed times a heavy burden falls upon the Home on this account.

### Position of the Planets for January, 1869.

MERCURY is an evening star, rising after the sun throughout this month, and setting about sunrise until the 6th, after this date it sets a minute later each day, and is very favorably situated for observation. It is in the vicinity of the moon on the 13th.

VENUS is a morning star during this month. It rises at the beginning about 5 h. A. M., and at the end of the month an hour later. On the morning of the 3rd it is in conjunction with the planet Saturn, which is only a little to the northward.

MARS rises on the 1st about 8 h. 40 m. P. M., and earlier each day till the end of the month, when it rises at 6 h. 48 m. P. M. It sets about 10 h. A. M. throughout the month, and is sta-

tionary among the stars on the 5th. On the morning of the 2nd it is close to the moon.

JUPITER is an evening star throughout the month. It rises at the beginning about 11 h. A. M., setting at 11 h. 30 m. P. M.: rising and setting respectively at the end of the month at 9 h. A. M., and 10 h. P. M. On the 18th it is near the moon.

SATURN is a morning star, rising on the 1st about 5 h. A. M., or 2 h. 23 m. before the sun, and rising earlier day by day till the end of the month, when it precedes sunrise 3 h. 40 m. It sets in daylight throughout the month, and is close to the moon on the afternoon of the 9th. B. B.

*N. Y. Nautical School, 92 Madison St.*

### Total Disasters Reported in November.

The number of vessels belonging to or bound to or from ports in the United States, reported totally lost and missing during the past month is 27, of which 18 were wrecked, 2 burnt, 1 abandoned, 1 wrecked after collision, 1 sunk by collision and 4 are missing. They are classed as follows: 3 steamers, 4 ships, 4 barks, 5 brigs, and 11 schooners, and their total estimated valuation, exclusive of cargoes, is \$390,000.

Below is the list, giving names, ports whence hailing, destinations, &c. Those marked *w* were wrecked, *b* burnt, *a* abandoned, *wc* wrecked after collision, *sc* sunk by collision, and *m* missing,

#### STEAMERS.

Matanzas, *b*, from Savannah for New York.  
Star of the Union, *w*, from N. O. for Phila.  
Marmion, *wc*, from Savannah for New York.

#### SHIPS.

Corinthian, *w*, from New Bedford (whaler).  
James F. Patten, *w*, from Akyab for Bremen.  
Hellespont, *w*, fr. Newc'e, NSW. for San Fran'co.  
Lawrence, *b*, from San Francisco for New York.

#### BARKS.

Aleeta, *w*, from Terra Nova for New York.  
Chimborazo, *w*. At Tabasco for Queenstown.  
Swallow, *m*, from Bangkok for San Francisco.  
John Dwyer, *sc*, from Callao for Antwerp.

#### BRIGS.

Julia, *m*, from New York for Demerara.  
B. Smith, *w*, from Mor't Bay, Ja. for New York.  
Randolph Payson, *m*, from Pictou for Boston.  
Mary Plumer, *m*, from Norfolk for Demerara.  
Ballot Box, *w*, from New York to Galveston.

#### SCHOONERS.

Express, *w*, from Eden, Me., for Rockland.  
Amaranth, *w*, from \_\_\_\_\_  
Advance, *w*, from New Orleans \_\_\_\_\_  
H. A. Weeks, *w*, from Boston for Philadelphia.  
Libbie C, *w*, from Windsor, \_\_\_\_\_  
Kate Farehand, *w*, from Fish River for N. O.  
Wm. Loper, *m*, from Port Johnson for Boston.  
Ringleader, *w*. (Fisherman.) \_\_\_\_\_  
Lynchburg, *a*, from Norfolk for Port Spain.  
Eugenie, *w*, from Nantla for Galveston.  
W. & B. Douglas, *w* from Middletown for Phila.

## Receipts for November, 1868.

## NEW HAMPSHIRE.

Candia, Cong. ch. S. S.	\$20 73
Epping, Cong. ch.	31 10
Fitzwilliam, John Whitmore	19 00
Hollis, Cong. ch.	23 45
Kensington, Pastor's Family	2 00
New Ipswich, Children's Fair	1 00
Pelham, E. W. Tyler, for lib'y	15 00
Piermont, Cong. ch. S. S., for lib'y	16 00
Raymond, Cong. ch. S. S. add'l	2 00
South Merrimac, Rev. D. Sawyer	2 00

## VERMONT.

Brandon, Cong. ch. S. S.	4 75
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## MASSACHUSETTS.

Acton, add'l	3 00
Amesbury and Salisbury	25 32
Andover, South ch., of wh. \$15 for lib'y	55 00
Free ch., of which \$15 for lib'y	19 68
Beverly, Washington-st. ch.	9 25
Boston, a friend for lib'y	15 00
Charlestown, Mrs. Wm. Abbottsford, for lib'y	15 00
Concord, Cong. ch. add'l	2 05
Cotuit Port	12 00
East Hampton, Solomon Lyman	1 00
Fitchburg, C. C. ch. and society, const., Calvin Wallace, Rodney Wallace, and Miss Nancy Jewett, L. Ms.	95 22
Rev. Geo. Staunton	10 00
Framingham, Chas. Williams	5 00
Hadley, Russel ch. and society	9 92
Ipswich, Cong. ch.	69 00
Leominster, \$30, for lib'y	50 25
Lowell, Kirk-st. ch., of which \$45 for lib'y	115 95
Newburyport, Ladies' Bethel Society, for lib'y	39 99
Mrs. J. H. Spring	10 00
Royalston, Emily B. Ripley	20 00
Salem, South ch., of which \$39 for lib'y	103 00
Tewksbury	22 00
Webster, 1st ch.	6 00
West Chesterfield, R. Clark	5 00

## CONNECTICUT.

Ansonia, Cong. ch.	30 00
Bethel, Cong. ch.	16 62
Bristol, Cong. ch., to const. S. Emerson Root L. M.	41 44
Clinton, N. Stanton	25 00
Collinsville, Cong. ch. S. S.	8 20
Danbury, Cong. ch.	69 62
Hampton, Cong. ch. S. S.	6 25
Huntington, Cong. ch.	5 75
Mystic Bridge, Cong. ch.	11 90
Newington, Cong. ch., to const. Rev. Sanford S. Martyn L. M.	27 00
Cong. ch. S. S., for lib'y	15 00
New Milford, Cong. ch. S. S., for lib'y	39 00
Norwich, Mrs. Sarah L. Huntington	2 00
Southport, S. J. Taylor, for lib'y	14 00
Stonington, 2nd Cong. ch.	71 70
Stratford, Gen'l G. Loomis, U. S. A.	2 00
Trumbull, Cong. ch.	21 00
West Stafford, Cong. ch.	8 00
West Winsted, 2nd Cong. ch.	52 75
Windham, 1st Cong. ch.	15 00
Windsor Locks, Cong. ch. S. S., for lib'y	18 00
Woodbury, A. W. Mitchell	5 19
Woodstock, Cong. ch. S. S., for lib'y	23 10

## NEW YORK.

Bridgehampton, a friend	5 00
Pres. ch.	24 00
Brooklyn, Myrtle-ave. Mission S. S., for lib'y	15 00
Central Pres. ch. S. S., for lib'y	15 92
1st Pres. ch., Arnold A. Lewis, const., himself L. M.	30 00
M. Littlefield	10 00
E. D. 3rd Pres. ch., for lib'y	22 29
Catskill, Anon.	2 00

Coxsackei, Rev. M. Lusk	3 00
Fishkill, Ref. D. ch.	26 15
Flatlands, Ref. D. ch.	3 30
Homer, Mrs. Schermerhorn, for lib'y	15 00
Montgomery, Pres. ch.	15 29
Pres. ch. S. S., for lib'y	15 00
New Lebanon, Mrs. Cord'a L. Churchill	1 00
" " Center	5 00
New York City, Mrs. Lisenard Stewart	12 00
A. A. Low & Bros.	100 00
Horace Gray	100 00
R. W. Weston	100 00
John Steward	100 00
Le Grand Lockwood	100 00
Geo. D. Sutton	50 00
Mrs. B. Clark	50 00
Jas. L. Schieffelin	50 00
S. Humphreys	50 00
Miss E. S. Coles, const. self L. M.	30 00
N. & A. Y.	25 00
Burger, Hurlburt & Livingston	25 00
Dr. G. A. Sabine	25 00
Hon. W. R. Beebe	25 00
S. B. S.	20 00
Mrs. Hannah Ireland	20 00
John T. Terry	20 00
Madison-ave, Pres. ch. S. S., Miss E. Moulton's class	15 00
14th-st Pres. ch., add'l	12 14
R. J. Dodge	10 00
" H.," for circulation of Sailors' Magazine	8 67
Mason Thomson	5 00
R. A. Lewis	5 00
Capt. Thurlow, bark "M. W. Brett."	5 00
Prof. Martin & Son	5 00
Anon	5 00
Owego, Miss F. S. Platt, for lib'y	15 00
Poughkeepsie, Mrs. Wm. C. Sterling, for lib'y	15 00
Sandy Hill, Pres. ch., add'l lib'y	5 00
Walden, Ref. ch.	29 45
Yonkers, Pres. ch.	110 75

## NEW JERSEY.

Bloomfield, 1st Pres. ch., of which A. T. Morris \$100 to const. Rev. C. E. Knox, L. D.	247 96
Elizabeth, a friend	5 00
Newark, Central Pres. ch.	144 45
Plane-st. Pres. ch.	5 69
High-st. Pres. ch.	71 00
Orange, 2nd Pres. ch.	147 22
Mrs. G.	5 00
Passaic, Mrs. J. B. Ayerigg, of which \$39 const. B. B. Ayerigg L. M.	55 00
Somerville, 2nd Ref. ch.	33 61

## PENNSYLVANIA.

Danville, 1st Pres. ch.	50 00
South Mahoning Pres. ch. S. S. lib'y	17 75
Mrs. Montgomery	5 00

## MARYLAND.

Annapolis, Seaman Brown	2 00
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## MINNESOTA.

Belle Plaine, Pres. ch. S. S. lib'y	2 50
Minneapolis, Pres. ch. S. S. lib'y	2 50

## CALIFORNIA.

Healdsburg, Union meeting	9 45
Marysville	37 39
Mendocino, Pres. ch.	25 00
Oakland, Cong. ch.	62 50
Redwood City, Cong. ch.	8 00
San Francisco, 1st Cong. ch.	222 75
Anniversary 1st Pres. ch.	42 00
Pacific Mail Steamship Co.	50 00
Mariners ch. contributions	60 25
Flint Peabody & Co.	25 00
Stockton, Union meeting	52 25

## CANADA.

Bowmanville, John H. Way	1 00
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January.] Published by the American Seamen's Friend Society. [1869.

### "Time Enough."

"Fred, you must clean your boots before you go to school," said Mrs. Lawrence to her son.

"I know it, mother, but it's time enough, replied Fred, who sat reading a story-book.

Presently the lady spoke again. "Fred, have you looked over your grammar-lesson this morning? It is too difficult to learn in a hurry."

"Well, I almost learned it last night; its time enough; I want to finish this chapter," answered Fred.

"O, my son!" said Mrs. Lawrence, "I wish you would overcome that habit of putting off necessary duties."

Fred closed his story book reluctantly, and took his grammar, wishing that his mother would not "bother him so; he *knew* he had time enough."

Presently Mrs. Lawrence left the room, feeling very much troubled about Fred's bad habit, and wishing that he could be induced to break it off before he became a man. Knowing that God only could give him the strength and disposition to do so, she went to her own room, and kneeling down, prayed to this effect.

That day a gentleman visited the school; and after listening with apparent pleasure to various exercises by the scholars, the principal requested him to talk to the boys a little

while. He did so, and interested them very much by relating some anecdotes of his own school life. One of these incidents was the means, by God's blessing, of curing Fred's habit. It seemed to Fred that the gentleman must have known what his bad habit was, or he could not have said any thing so suited to his case. The gentleman said that one day he was stopped in the street by a very shabby-looking man, who, after calling him by name, and asking if he did not remember Henry Brown, begged him to lend him some money.

"I remember Henry Brown very well, replied the gentleman, "Can it be possible that you are he, wishing to borrow five dollars?"

"Yes, I am," answered the man in a despairing, sorrowful tone.

"What has brought you to this condition? Your prospects on leaving school were as bright as mine."

"Time enough has brought me here," replied he. "I was always putting off necessary business by saying *that*. Now I am old the habit is fixed, and I can not break myself of it. If you do not lend me five dollars I shall have to go to the poor house or starve."

"Boys," continued the gentleman, "*time enough* ruined that man's life. Take care that it does not ruin yours."

—Child at Home.

## How a Smoker got a Home.—A Tobacco Story.

I began to chew at the age of twelve. It made me very sick, but I was determined to "fight it out on that line," and soon got so that I enjoyed my quid. A few years later I commenced smoking. The habit grew upon me till I was smoking a large portion of the time except when asleep. At length I united with the church under the ministry of Rev. Samuel H. Cox, D. D. Very soon the question arose whether it was right for a professor of religion to indulge in such a filthy and disgusting habit as chewing tobacco, and I was not long in deciding that it was not, and abandoned it, though it cost me a severe struggle. For weeks after, I would involuntarily feel in the corners of my vest pocket for any little crumbs that might have lodged there, but I at last conquered. I still, however, enjoyed the segar.

Just at this time I met a friend who was studying for the ministry. I was puffing away at the segar as usual, when he looked up with a countenance that I shall never forget, and said, "brother H., it don't look well to see a member of the church smoking." "You are right," said I; and taking the segar from my mouth, threw it into the gutter. A third of a century has rolled away, but that was the last segar I ever smoked. I was emancipated from a slavery worse than Egyptian bondage.

I then commenced saving the money that I had been so long squandering for tobacco, and I will close by telling the boys what I did with it, and I think they will see that it is neither wise or expedient to commence the expensive, demoralizing habit of smoking or chewing tobacco. I deposited my money in that excellent institution, the Seamen's Bank for

Savings, and it was astonishing to see how the interest increased the amount.

We had long lived in the city; but the children, who had learned something of the enjoyment of country life, from their annual visit to their grandparents, longed for a home among the green fields. I found a very pleasant place in the country for sale. There were over two acres of land, with shade and fruit trees, a good garden, a fine view of long Island Sound—near the academy, churches, schools, &c., &c. The segar money now came into requisition, and I found that it amounted to \$6,500, a sufficient sum to purchase the place, and it is mine.

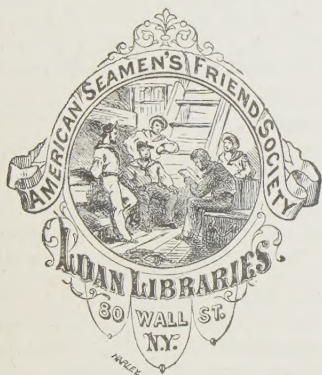
I wish the boys, who read the *Life Boat*, could see how the children enjoy their home, as they watch the great steamers, and the vessels with their white sails, that course along the Sound. It was a special wonder when they saw the *Great Eastern* pass on her way to Europe. Just before or after a storm we hear very distinctly the roar of old ocean. There is wonderful power and majesty in that distant sound. It is then that we think of the perils of the sea, and lift up our hearts to God for his protecting care of the sailors. Nor are the children less interested in the cow and calf, chickens, pigeons, rabbits, &c. They enjoy their plays and sports on the green grass, which gives them health and happiness. And here the war-worn soldier boy was welcomed home from the battle field, after years of absence, crowned with victory.

Now, boys, you must take your choice, smoking without a home—or a home without smoking.

L. P. H.

### The Tract in a Shoe.

A man, having received a tract, used it in filling up the space between the inner and outer sole of a shoe. Some time afterward, another man, of the same business, sat down on a Sabbath morning to put a new sole to that shoe; but, when he had cut away the old leather, he saw the tract, and his attention was instantly arrested by its title: "Remember the Sabbath day to keep it holy." It was an arrow from the quiver of the Almighty. The work was laid aside. His soul was troubled, nor could he find rest until he found it in Christ Jesus.



During the month of November, thirty-four libraries were sent to sea from the Society's rooms (No. 80 Wall street;) twenty-one were new and thirteen refitted. The following reports have been received, viz:

No. 2,423.—Been three voyages to Cuba; the books have been read with profit; gone to Cadiz and Buenos Ayers, on bark *Evelyn*.

No. 2,243.—Been a voyage to San Francisco; the captain writes, "the books were read by several of the crew; two Danes learned to read English during the voyage; three of my men ceased to use profane language, and two have been awakened and express their determination to become Christians." The library has gone to Mexico, on the *Lula Newton*.

No. 2,660.—Returned in good order; gone to Brazil on *Ocean Pearl*.

### ALL ENROLLED AT SEA.

No. 2,007.—The missionary writes, "We have all enrolled ourselves in the cause of Christ, and God saw fit to bring us together and place this library within our reach, that we might be made strong for the good fight in which we, as christian sailors, must partake. Among the many privileges we enjoy, we prize none higher than the library. It hangs in the cabin, and is looked upon with feelings of gratitude to the giver. My last voyage was a long one, and by the library on board, my soul was awakened to a sense of my sins, and I now humbly hope that my sins are pardoned. We hold our prayer meetings in the cabin, and never fail to remember the giver of our valuable library. Truly, it seems as if the time was drawing near when the abundance of the sea should be brought to the Lord." D. A. P.

### ALL SIGNED THE TEMPERANCE PLEDGE

"BOSTON, Nov. 10, 1868.

To the American Seamen's Friend Soc.

No. 397.—This library has been on board my schooner nearly two years. It has been one voyage to Rio de Janeiro and several to the West Indies. I have derived much information from reading the books. My officers and crew have whiled away many lonely hours in reading the books and papers, and I know some good has resulted from it. For in one instance, my entire crew were induced to sign the temperance pledge, and a marked improvement was manifest thereafter during the entire voyage. I have to offer as apology for the bad condition of the books, that in a heavy gale of wind we shipped a sea which flooded the cabin, and the books were all wet. I would like another library, and will endeavor to take good care of it. Your little libraries are welcome visitors to the sailor, and in my opinion much good will be the result. Like the bread cast upon the waters, it shall return to you after many days.

Most respectfully yours,

LEVI CROWELL,

Master of Schooner *J. A. Hallock*."

No. 1,498.—Was sent to sea Aug. 27, 1867, on the schooner *Typhoon*, in care of Capt. White. The vessel was wrecked, in Sept. '68, but the captain saved the library and transferred it to the schooner *E. S. Bibbins*. This vessel also was lost, Nov. 14, 1868, and the library again saved by the captain, and by him taken to the sloop *Olio*. The captain states that the books have been carefully and thoroughly read by the crews of the three above vessels, and returns his thanks for their use.

No. 1,624.—Returned from the brig *Susie J. Stout*. The captain says, "All the books have been read with interest and profit. Two profane swearers have been reformed and awakened to a sense of their need of salvation, and one hopefully converted. Three of the crew of eight men are professing christians; have held, within three or four months, sixteen religious services."

No. 2,182.—"Has been a source of inexpressible pleasure to me, and I have endeavored to make use of it for the benefit of others. The *Temperance Pledge* was signed by all the crew at the commencement of the voyage, and I do not know of its having been broken by any one."

U. S. FRIGATE "FRANKLIN," }  
OFF NEW YORK, Nov. 17, 1868. }

Nos. 2,255 & 2,256—*Dear Sir*.—You were kind enough when this ship was about to sail for Europe last year, to send on board two libraries, loaned by the SEAMEN'S FRIEND SOCIETY, for the use of our men. Nothing could have been more acceptable. I have reason to know that these books have been well read. Upon leaving Europe, instead of returning the libraries to the Society immediately, I transferred them to the flag ship remaining on the station, where they may still continue to be useful. Hoping that the SEAMEN'S FRIEND SOCIETY may long continue to cast its bread upon the waters and to meet that encouragement in its noble work which we are bidden to expect,

I am your humble servant,

JOHN S. WALLACE.

Chap. U. S. Flag ship "*Franklin*."

No. 2,665.—Returned in good order from a voyage to the Pacific; gone to Charleston, S. C., on the brig *E. M. Johnson*.

No. 2,713.—Returned with good account, and gone to San Francisco, in ship *Pharaoh*, 25 men.

### The Sack of Pearls.

A traveler missed his way and lost himself in a desert. Nearly famished with hunger and thirst, he reached at length a shady palm-tree and a fresh fountain. Near the fountain he discovered a small bag lying on the ground. "Thanks to God," said the man, as he lifted the little bag, "these are perhaps peas, which will keep me from starving." Eagerly he opened the bag and exclaimed, "Alas! alas! they are only pearls!"

"Worth more than gold or pearls, you see.  
The little loaf that feedeth thee!"

Though he had now a bag of pearls worth several thousand dollars, he was still in danger of starvation. But he prayed earnestly to God for help and presently there came hastily riding on his camel, a Moor, who had lost the bag of pearls. He had compassion on the starving man, gave him bread and refreshing fruit, and took him along on his camel.

"Behold!" said the Moor, "how wonderfully God disposes all things. I regarded it as a misfortune to have lost the pearls, but God permitted it that I return again and save a life!"

"By little things Jehovah saves  
His people from untimely graves."

### American Seamen's Friend Society.

HARMON LOOMIS, D. D., } *Cor Sec's.*  
S. H. HALL, D. D., }

MR. L. P. HUBBARD, *Financial Agent.*

OFFICES } 80 WALL STREET, NEW YORK.  
AND } S. Home, Phil'a, Rev. E. N. SAWTELL, D. D.  
ADDRESS } 13 Cornhill, Boston, Rev. S. W. HANKS.

### Terms of the Life Boat.

THE LIFE-BOAT is published for the purpose of diffusing information and awakening an interest more especially among the young, in the moral and religious improvement of seamen, and also to aid in the collection of funds for the general objects of the Society. Any Sabbath School, who will send us \$15 for a Loan Library, shall have fifty copies gratis, monthly, for one year, with postage prepaid.

## LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; one of One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a Life Director.

## FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should state that the testator declared this to be his last will and testament, and that they signed it at his request, and in his presence and the presence of each other.

## SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 50 Wall-street, N. Y., and 13 Cornhill, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman-street.

## SAVINGS BANK FOR SEAMEN.

All respectable Savings Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings Banks as such are established in New York, 78 Wall-street, and Boston, Tremont-street, open daily between 10 and 3 o'clock.

## SAILORS' HOMES.

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry street.....	Amer. Sea. Friend Society....	J. H. Cassidy.
" 2 Dover street, (colored).....	" " ".....	W. P. Powell.
BOSTON, 99 Purchase street.....	Boston " ".....	Capt. P. G. Atwood.
PHILADELPHIA, 422 South Front street.....	Penn. " ".....	Capt. Daniel Tracy.
CHARLESTON, S. C.....	Charleston Port Society.....	Capt. Jno. McCormick.
MOBILE.....	Ladies' Sea. Friend Society ..	Henry Parsons.
SAN FRANCISCO.....	" " ".....	James F. Stewart.
HONOLULU.....	Honolulu " ".....	Mr. & Mrs. Miller.

## INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl street.....	Epis. Miss. Soc'y for Seamen.	Charles Blake.
" 334 & 336 Pearl street.....	Private.....	
" 91 Market street.....	do.....	Peter Oberg.
" 4 Catharine Lane, (colored) ..	do.....	G. F. Thompson.
" 3 do do do.....	do.....	Charles M. Fortes.
" 45 Oliver street.....	do.....	Christ. Bowman.
" 39 do.....	do.....	William White.
BOSTON, North Square, "Mariners' House" ..	Boston Seamen's Aid Society.	N. Hamilton.
NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.....	David Hsley.
BALTIMORE, 65 Thames street.....	Seamen's Union Bethel Soc'y.	Edward Kirby.
WILMINGTON, cor. Front and Dock streets....	Wilm. Seamen's Friend Soc'y.	G. W. Williams.

## MARINERS' CHURCHES.

LOCATION.	UNDER WHAT DIRECTION	MINISTERS.
NEW YORK, Catharine, cor. Madison street..	New York Port Society.....	Rev. E. D. Murphy.
" cor. Water and Dover sts.....	Mission " ".....	Cyrus Hamlin.
" 27 Greenwich street.....	" " ".....	B. F. Millard.
" foot of Pike street, E. R.....	Episcopal Miss. Society.....	R. W. Lewis.
" foot of Hubert street, N. R.....	" " ".....	H. F. Roberts.
" Open air Service, Coenties Slip.....	" " ".....	Robt. J. Walker.
" Swedish & English, pier 11, N. R.	Methodist.....	O. G. Hedstrom.
" Oliver, cor. Henry street.....	Baptist.....	J. L. Hodge, D. D.
" cor. Henry and Market streets..	Sea and Land, Presbyterian..	John Lyle.
BROOKLYN, 8 President street.....	Amer. Sea. Friend Society....	E. O. Bates.
" 21 South street.....	Episcopal Mission.....	O. Helland.
ALBANY, Montgomery street.....	Methodist.....	Robt. Walker.
BOSTON, North Square.....	Boston Port Society.....	John Miles.
" cor. Commercial and Lewis streets..	Baptist Bethel Society.....	B. T. Taylor.
" Richmond street.....	Episcopal.....	J. W. F. Barnes.
" cor. Salem and N. Bennet streets...	Boston Sea. Friend Society...	
NEW BEDFORD.....	New Bedford Port Society...	J. P. Robinson.
PHILADELPHIA, Water street.....	Presbyterian.....	J. H. M. Dow.
" cor. Shippen and Penn sts....	Methodist.....	J. D. Butler.
" Catharine street.....	Episcopal.....	Chas. H. Ewing.
" Church st. above Navy Yard.	Baptist.....	W. Mullen.
BALTIMORE, cor. Alice and Ann streets.....	Seamen's Un. Bethel Society.	W. B. Erben.
" cor. Light and Lee streets.....	Baltimore, S. B.....	Joseph Perry.
NORFOLK.....		Henry Slicer.
CHARLESTON, Church, near Water street ..		R. R. Murphy.
SAVANNAH.....		E. N. Crane.
MOBILE, Church street, near Water .....	Mobile Sea. Friend Society...	Wm. B. Yates.
NEW ORLEANS.....	Episcopal.....	L. H. Pease.

# AMERICAN SEAMEN'S FRIEND SOCIETY,

Organized May, 1828—Incorporated April, 1833.

WM. A. BOOTH, Esq., President.

Rev. HARMON LOOMIS, D.D., }  
" S. H. HALL, D.D., } Cor. Secretaries.

SAMUEL H. HALL, Treasurer.  
L. P. HUBBARD, Financial Agent.

BETHEL'S, HOMES, CHAPLAINS, SAILOR MISSIONARIES,  
IN THE UNITED STATES AND FOREIGN COUNTRIES.

MONTHLY PUBLICATIONS:

SAILORS' MAGAZINE, SEAMEN'S FRIEND, LIFE BOAT.

LOAN LIBRARIES FOR SHIPS.

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1869.

JANUARY.

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